420F East Newmark Ave.
Monterey Park, Ca. 91754
February 1, 1993 93 FEB -5 PM 6:01

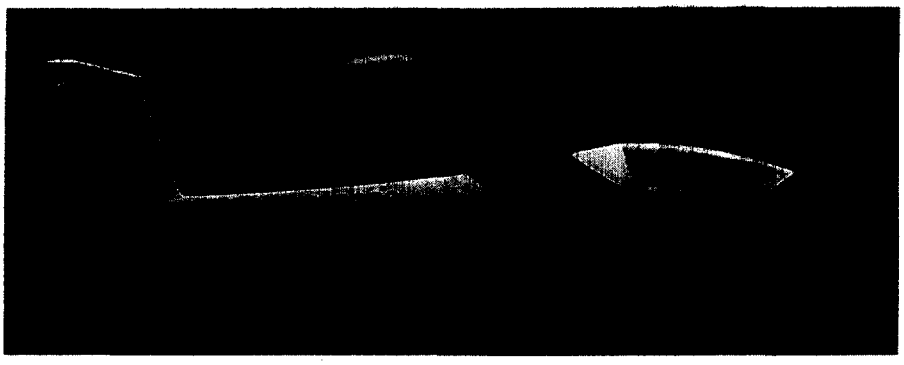
The Honorable Diane Feinstein
United States Senate
Washington, D.C. 20510

Dear Senator Feinstein,

My father said that if I write to you about what's going on, you will try to help. I will be 17 on March 18 and don't get into bad trouble or hang out with gangs. I

RADIO CONTROL

SLOPE SOARING



Raymond Size's Grob 102 spans 118-in. and has 1,240 sq. in. of wing area. It uses the E392 airfoil, weighs 105 oz., and has a wing loading of 12 oz./sq. ft.

RC MODELING is unquestionably an international hobby/sport. One could liken it to math, the internationally understood language. So too is RC soaring, with participants celebrating its greatness all around the world.

This month we will begin by sharing some pictures with you from just such an international modeler. He is Mr. John Jelinek, an RC soaring enthusiast who is currently stationed in Germany.

As you already know, Germany is undoubtedly the soaring center of the world, with most full-size sailplane manufacturers located there. Germany is also home to some of the great minds of soaring, including Dr. Eppler, Dr. Quabeck, and super designers like Martin Heide. Mr. Heide is the individual responsible for designing the new ASH-26 18-meter sailplane.

These full-size manufacturers have given the soaring community many advanced technologies, such as composite aircraft that are light and strong and are able to sport aspect ratios of 35:1. They have also led the way with performance, by providing such designs as the Nimbus IV, which can boast an L/D (lift-to-drag ratio) of 62 to 1. Think of it!

If a glider with this performance is towed to 10,000 feet above the ground, it can glide 620,000 feet horizontally before landing. That is 117.42 miles. Remember, this is in theoretically still air with no air currents going up or down. In a real atmospheric environment, however, there are up and down air currents that we think of as thermals for the up air and sink for the down air. So, with a super ship such as the Nimbus IV, one would have very good odds of finding lift during that 117-mile glide. This points out how advanced these soaring machines have become. And German technology is leading the way.

Because they are able to scavenge knowledge from the German full-size soaring community, a community that sets standards for the rest of the soaring world, German modelers are also among the best in the world. With that in mind, it is no wonder that models coming out of Germany demonstrate leading-edge technology that other modelers both admire and copy. You might remember that German modelers were building models that employed molded wings and fuselages as standard equipment well before the rest of the world's RC soaring community.

Also, German modelers have long been avid slope soaring enthusiasts. They have followed in the footsteps of the German full-scale soaring pilots who trekked to the Wasserkuppe to slope soar their vintage gliders in the early 1920s.

Today, slope soaring is an established part of RC soaring for most German enthusiasts. These enthusiasts host F3F races, such scale soaring events as cross country, and aerobatics contests where entrants are judged on the accuracy of their maneuvers. They have organized to pioneer speed events challenging world records, put on scale rallies that host hundreds of entrants, and hosted precision aerobatics contests that can compete with power RC for spectators any day.

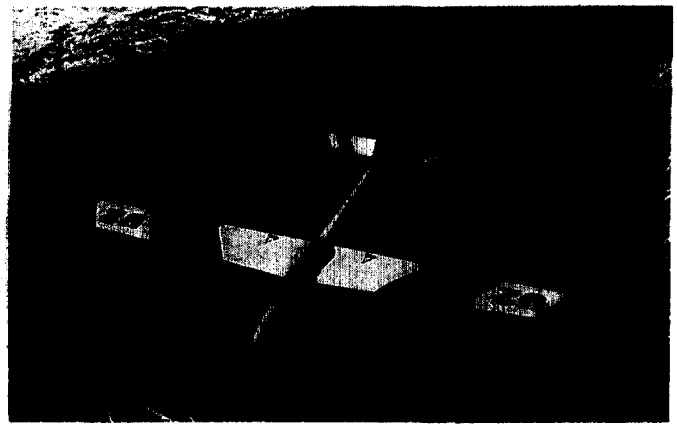
The pictures John has sent are from a site that allows slopers a chance to fly on a superb hill with good lift and grass for a landing runway. It is also owned by the local slope soaring club, which means that it can't be taken away. Wow! Wouldn't it be wonderful to know your club owned a slope of its own and that some developer could not buy it for future shopping malls and homes?

Since the models have no engines, local residents probably won't complain about noise pollution, either. The site is what I would call a dream hill. If the wind is blowing the wrong way, John tells me, you simply move to the other side and launch into lift blowing up the opposite face. Also, if one can judge by the pictures, this site is certainly able to support large models such as the ASW-22 shown, which sports a span of six meters (19.69 feet). The site must also produce pretty strong lift to support those little scale ships similar to the one pictured, which appears to be a hot rod.

Bay Area Soaring: Dan Fulmer sent me a letter a while back telling me about the good slope soaring available around the San Francisco area. He says,

"There are a number of outstanding slope sites just south of San Francisco along the coast starting with Fort Funston, San Francisco, to the Pacifica area 10 miles south. The cliffs range anywhere from 50 to 350 feet and face mostly west and west-northwest. This provides super lift as the slopes are 60°-80° steep and run right down to the Pacific Ocean breakers.

View looking north to San Francisco and the Fort Funston area. The model P-38 is suspended with fishing line.



This 96-in.-span model, which weighs about seven pounds, likes big hills with stiff breezes. Shore is 180 feet down.

then I trimmed the edges and brought them around the fuselage sides by about ⅛ in.

I continued by ironing a section of Cub yellow film over the forward fuselage bottom, drawing the edges up to overlap the sides and the nose by approximately ¼ in. Two yellow forward side panels were next, each one overlapping the bottom covering by ⅛ in. and coming to a point just below what will be the location of the airplane's exhaust stacks.

My pony's wing was next, and I must say that after completing the more complex fuselage covering, the wing seemed to go quickly. I began with a piece of aluminum film on the bottom of each panel, running from the wing tip to the center section with an overlap of about ½ in. at the center. I sealed the seams, shrunk the aluminum film, and trimmed away the edges using the "leading edge and trailing edge are straight edges" method described in the 21st Century instruction sheet.

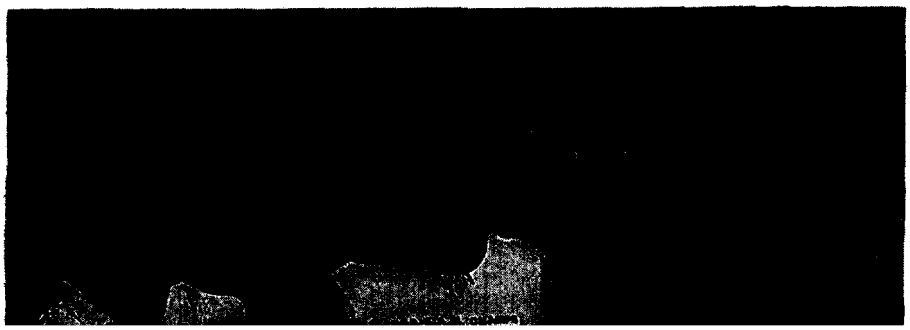
Afterwards, I cut away the area between the center-section sheeting and the rib at the

Continued on page 150

Left: Bleriot pilot and observer are

whole thing all-up is close to 50 lb. As the wings have a very high aspect ratio and there isn't all that much wing area, I thought it would fly like a brick. But much to my surprise, she floats around as though filled with helium!

"In my experience, it takes 10 to 20



RADIO CONTROL AEROBATICS

Ron Van Put [illegible] Oaks [illegible] 32546

ALL RULES-CHANGE PROPOSALS for 1994-1995 have been processed, but there aren't very many. I received a complete set of the proposals from my district RC Aerobatics Contest Board member, John Fuqua, and was surprised.

Not only were there few proposals, but several were even duplicates (or at least similar). Apparently the National Society of Radio Controlled Aerobatics (NSRCA) got their years mixed up or something, because there are no NSRCA-sponsored proposals in this (two-year) rules-change cycle. You may remember that the last rules-change cycle was dominated by the NSRCA rules-change proposals.

You should have read a synopsis of the proposals in the "Focus on Competition" section of the January issue. Unfortunately, *Model Aviation* is unable to publish the complete text of all rules changes, so the synopsis will have to do unless you write to your district board member for copies (include an SASE).

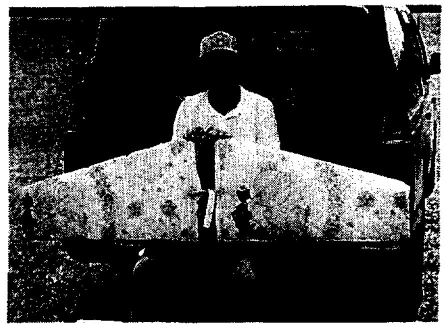
One of the big prospective changes was submitted by Paul Towkach of Jacksonville, Florida. Paul suggests changing the scoring for Takeoff and Landing to either 0 or 10. Just as in FAI, any flier who flew the required sequence would earn a 10, otherwise a zero would be awarded.

Paul claims that both maneuvers have been overtaken by events. Time was when few fliers could take off or land very well, and judging takeoffs and landings was a meaningful measure of a pilot's ability. Nowadays, taking off and landing are not as difficult as they once were relative to the other maneuvers. Further, Paul claims that lengthy descriptions, clarifications, and downgrades for both maneuvers could be eliminated from the rule book.

The only negative response I have heard about the proposal was made during a review of the rules-change proposals by John Fuqua for fliers at the Southeastern Pattern Championships held in Ocala, Florida, in October. The objector said, "But those are my best maneuvers!" Paul said, "I rest my case."

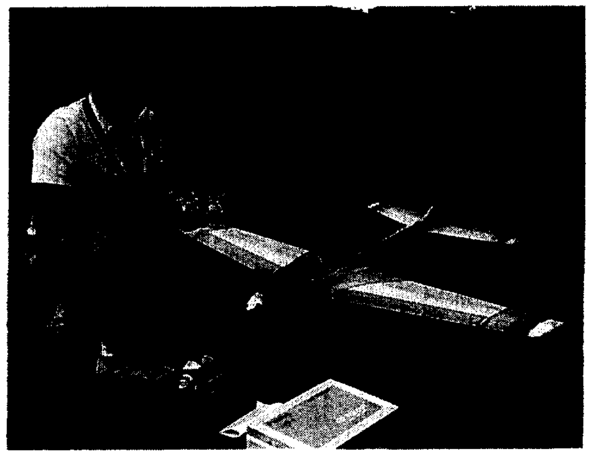
The only proposals to change the maneuver schedules were the ones I submitted. I got one letter from an individual who wrote that I should leave rules-change proposals to the NSRCA. I don't believe that, especially since the NSRCA apparently didn't realize when the deadline was. Based on what I've read recently in the *K-Factor* (newsletter of the NSRCA) I believe NSRCA thought that proposals were not due for another year. In any case, I saw what I thought was a need and put together my own proposals.

I've already told you about some proposals I planned to submit, but I'd like to recap them. First, I suggested replacing the Procedure Turn with ½ Reverse Cuban 8 in the Novice maneuver schedule. The Procedure Turn is a 20-plus-year-old dinosaur that takes up a lot of airspace and is difficult to judge. We need to put it to death in favor of a relatively simple turnaround maneuver that is easy to judge and can be done in the box. Then, as I was reading down the Novice maneuver schedule, I noticed that adding a Split S turnaround right after the Immelmann Turn would be a simple way to get another turnaround maneuver to practice, and most pilots perform it anyway to get set up for the Three Inside Loops.



Paul Hives of Peachtree City, Georgia, shows off his wing and stabilizer covers. Be sure to tell him how darling they look.

In the Sportsman maneuver schedule, we currently have three sets of three maneuvers that must be done in the box. The last maneuver in the schedule is Three Horizontal Rolls, a downwind maneuver. Most pilots drop their landing gear and fly an upwind gear check before landing.



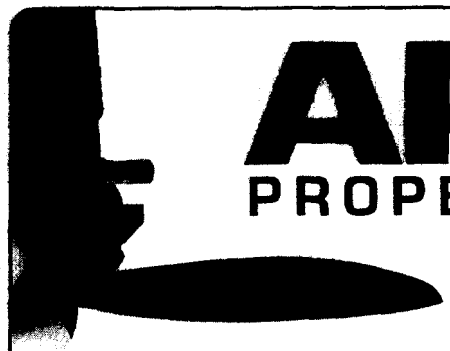
Mike Ingalls, an active FAI flier from St. Augustine, Florida, has been nominated for president of NSRCA.

If a ½ Cuban 8 turnaround, followed by a Square Loop Center maneuver, was added after Three Horizontal Rolls, the maneuver schedule would have four sets of three maneuvers in the box, and it would take very little extra time. The gear check could be done on the downwind pass before landing. By the way, I think it's a good idea for *all* maneuver schedules to end on an upwind heading so the gear check can be done on the downwind pass, avoiding any wasteful extra time to do the check.

The most substantive maneuver schedule changes I've proposed occur in the Advanced class. With few exceptions, the comments I've heard about the Advanced maneuver schedule have been that it's too short and it's too easy. Where did the schedule we're currently flying come from anyway? It is a direct copy of the Canadian Advanced schedule. It wasn't designed to be coordinated with the Sportsman or Master schedules, which are on either side of it; it was just copied because it was a proven pattern.

I think that the number of Advanced maneuvers and their average difficulty should be about halfway between the

This Jekyll is one of many airplanes built by Brian Ozment of Peachtree City. He does such a good job that he can't keep an airplane on hand for himself.



APC PROPELLERS

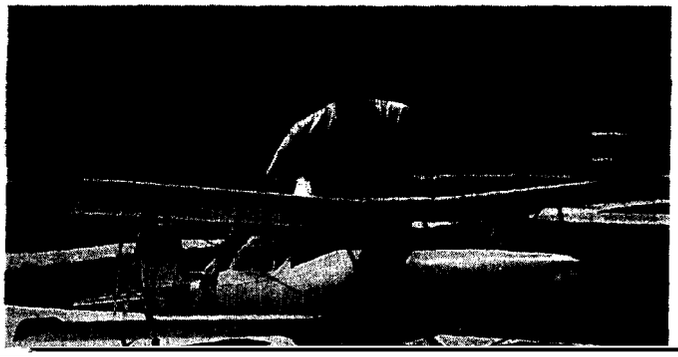
- Sound Suppression Design
- High Thrust Efficiency
- Long Fiber Advanced Composite Material
- Continually Evolving Design

Manufactured by
Landing Products
P.O. Box 936
Knights Landing, CA 95645

SIZE	USE	PRICE	SIZE	USE	PRICE	SIZE	USE	PRICE	SIZE	USE	PRICE	SIZE	USE	PRICE	SIZE	USE	PRICE
5.7 X 3	1	1.59	9 X 6		1.99	11 X 9		2.49	13 X 6		4.25	14.5 X 14.5N	10	12.95	20 X 20		25.00	22 X 10		45.00
6 x 2	1	1.59	9 X 9		1.99	12 X 6		2.89	13 X 7		4.25	15 X 8	10	12.95	21 X 12		25.00	22 X 12		45.00
6.3 X 4		3.95	9 X 10		1.99	12 X 7		2.89	13 X 8		4.25	15 X 10	10	12.95	22 X 8		31.00	22 X 14		45.00
6.5 X 2.9	2	3.95	9.25 X 5.0	4	3.95	12 X 8		2.89	13 X 9	7	7.95	15 X 11	10	12.95	22 X 10	13	31.00	22 X 16		45.00
6.5 X 3.7	2	3.95	9.25 X 5.25	4	3.95	11 X 10	7	7.95	13 X 10	7	7.95	15 X 12	10	12.95	22 X 12	13	31.00	24 X 10		55.00
6.5 X 5.0	3	3.95	9.25 X 5.5	4	3.95	11 X 11	7	7.95	13 X 11	7	7.95	16 X 8		12.95	22 X 14		31.00	24 X 12		55.00
6.5 X 5.5	3	3.95	9.25 X 5.75	4	3.95	11 X 12	7	7.95	13 X 13N	9	7.95	16 X 10		12.95	22 X 16		31.00	24 X 14		55.00
6.5 X 6.0	3	3.95	9.25 X 6.0	4	3.95	11 X 12W	7	7.95	13 X 13.5N	9	7.95	16 X 12		12.95	22 X 18		31.00	24 X 16		55.00
6.5 X 6.5	3	3.95	9.5 X 6.5N	5	3.95	11 X 13	7	7.95	13.5 X 9	7	12.95	16 X 14		12.95	22 X 20		31.00	3 Blade Hub 17-19"		45.00
7 x 3	15	1.59	9.5 X 7.0N	5	3.95	11 X 14	7	7.95	13.5 X 10	7	12.95	16 X 16		12.95	22 X 22		31.00	3 Blade Hub 20-21"		55.00
7 X 4	15	1.59	9.5 X 7.5N	5	3.95	11.5 X 4	8	2.89	13.5 X 11.5N	7	12.95	9 X 6P	Pusher	3.95	24 X 10		38.00	3 Blade Hub 22"		65.00
7 X 5		1.59	9.5 X 8.0N	5	3.95	12.25 X 3.75	8	3.49	13.5 X 12.5	10	12.95	10X 6P	Pusher	3.95	24 X 12		38.00	3 Blade Hub 24"		90.00

SCRATCH A GIANT SCALE RC modeler, and you'll find an individual who admires precision. After all, creating a true miniature aircraft requires a high degree of accuracy. Attention to detail is the name of the game. Matching colors and markings doesn't allow for imprecise effort, and craftsmanship must be of unrivaled quality.

The dedication to precision extends to the mechanical functioning of a great giant scale model. The model should *work* like the prototype to garner points for *realism of flight*.



The system requires a lot of *fiddling* to get retraction rates *right*. Too tight a collar might puncture the plastic air lines. If that happens, it defeats the entire process because a leak in the lines usually results in an inoperative system. A wheels-up landing can spoil your whole day!

It's *precision* to the rescue! More accurately, it's Ultra Precision Limited (1244 Honeysuckle Crescent, Oakville, Ontario, Canada L6H 2S8) that has the *answer*. Ultra Precision's retract air valves are true wonders that work with most available retract systems.

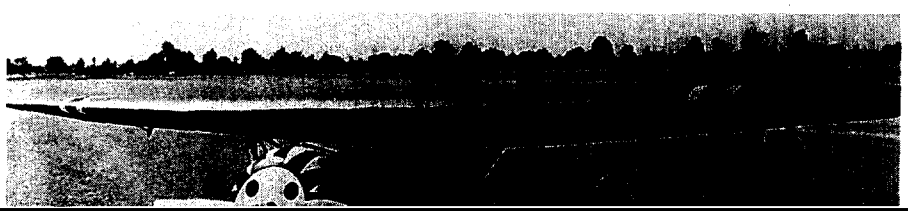
The U.P.1 valve incorporates a built-in speed control. Adjustable needle valves control the speed of retraction and extension of each landing gear leg of an air-driven gear system. Once the rates are set, locknuts on the needle valves hold the settings—*precisely*. The retraction cycles can be controlled from between 1/10 of a second to a full 20 seconds for maximum realism. And the system works from maximum pressure to minimum.

Not content to rest on its laurels, Ultra Precision attacked the *P-51 problem* and came up with another winner.

The Mustang's retraction system is pretty darn complex. When the pilot honked up on the gear handle in a P-51, a lot of things happened.

First, the landing gear door covers popped open. Then the struts retracted into the recesses in the wing. Finally, the door covers closed over the retracted wheels. In model form, that's one complicated sequencing system. Ultra Precision's U.P.2 valve does it in true-to-prototype fashion.

In a 2.3-oz. package, the U.P.2 valve provides proper door/gear sequencing, and the speed of the operation is controllable! The door rates are individually adjustable, as is the speed of the landing gear



I pointed out in a previous Mustang installment that Paul I's scheme lends itself nicely to film covering. The airplane is largely a medium blue, with a fair amount of aluminum and yellow to keep the airplane's admirers awake. Paul I's white and black invasion stripes add a nice touch, too. Many films will do a great job with such a colorful scheme, but I chose Coverite's new 21st Century Film, because the color choices seemed to match those of Paul I almost perfectly.

Modelers familiar with this film know it is a different animal. The trick to 21st is its shrink control, which does not allow the

plans. We've included historical and documentation data for most of the models as well as our estimate of the difficulty (or ease) of construction for all of them. Same price as the other volumes—$14.95 plus $2.50 shipping and handling—in paperback. We're already working on Volume 4—making a total of 200 different sets of drawings that we've examined.

If your *thing* is scratch-building from plans, we've found some stickum that is ideal for holding parts templates in place while you cut them out.

You've probably used Post-it notes, those neat little squares of paper with the glue on their backs that are easy to attach and remove. The same sort of stickum used on Post-its is available at office supply stores under the trade name Dry Line Temporary Adhesive. Made by the Liquid Paper Company, the adhesive can be purchased with a refillable dispenser or as refills.

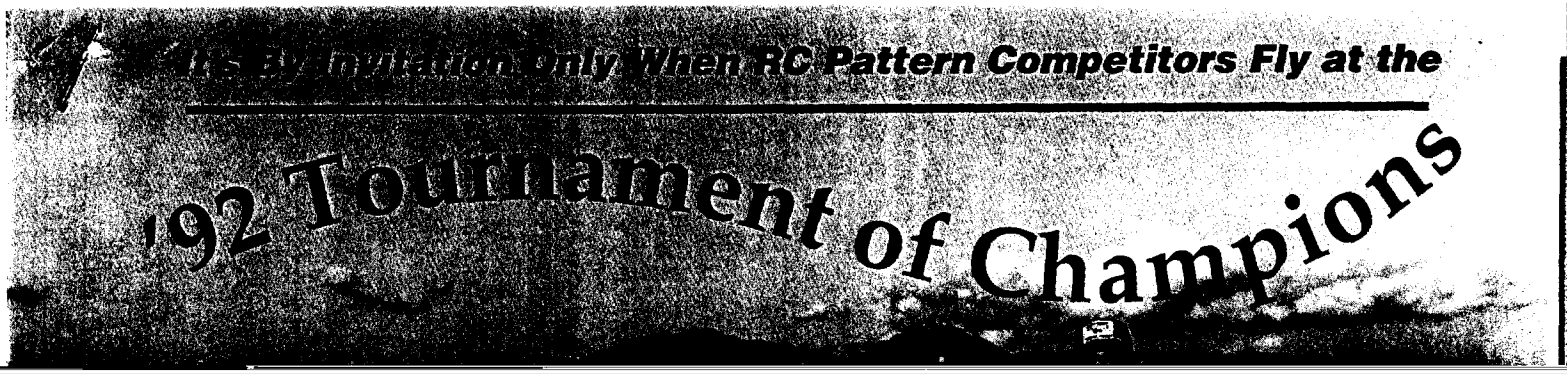
The dispenser lays down a 3/8-in. stripe of adhesive. We're not talking about a liquid here; the adhesive comes adhered to a tape and separates from the tape when applied. No drying time is required. The best part of the exercise is that it's easy to apply to templates but doesn't leave any appreciable residue on balsa or plywood parts. Templates can be pulled up and repositioned to get the max out of the material being used, as long as the surface is dust-free.

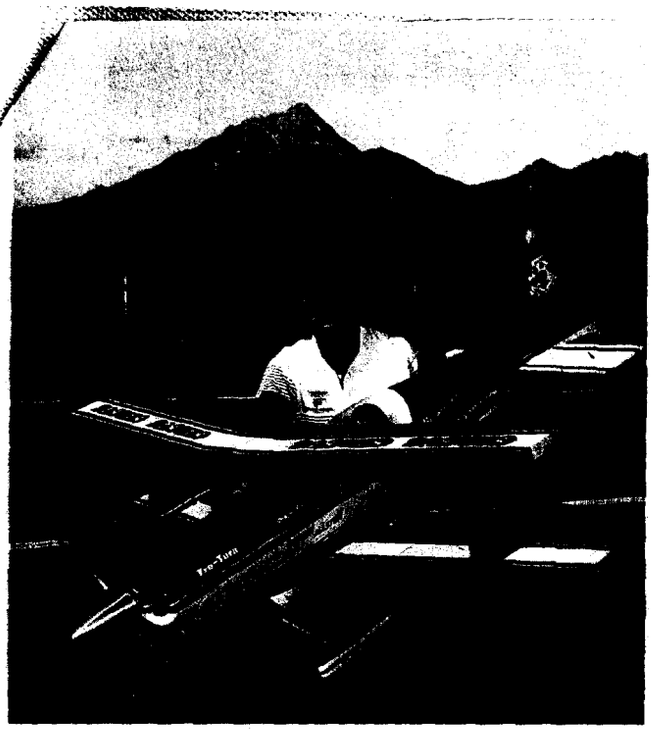
Make sure you get the Temporary Adhesive, because the Dry Line people also make a permanent version of the glue tapes.

Hope that those of you who live where the snow flies are well into your winter's giant scale project. And to the readers who live where the sun always shines, have fun at the flying field with your big birds! ✈

It's By Invitation Only When RC Pattern Competitors Fly at the

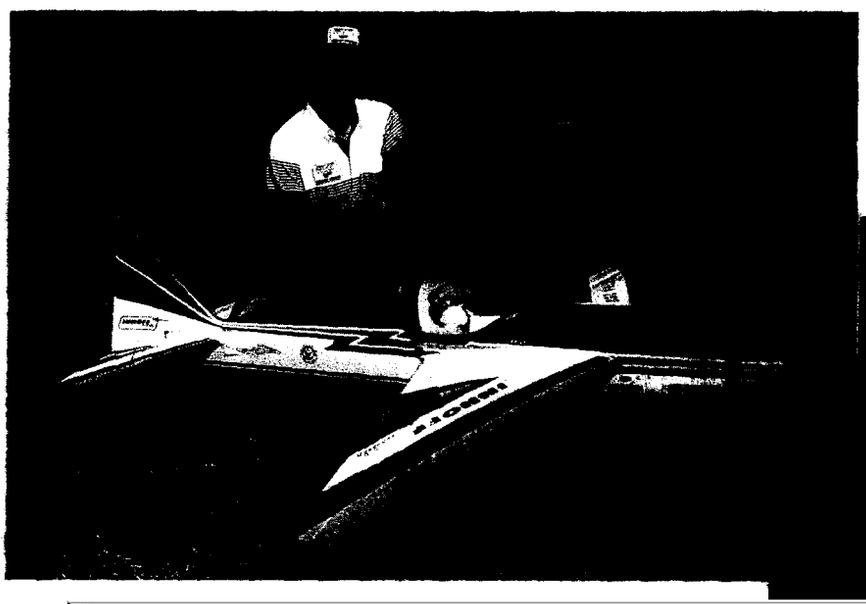
'92 Tournament of Champions





This was Chip Hyde's second straight TOC win. His flying was superb. The contest site was his home flying field! Plane is an Ultimate 300 using Precision Eagle power.

Above: Canada's Ivan Kristensen finished in fifth place. Plane is an Ultimate 300 using 3W twin power. Colorful prop is an APC 22 x 12.



Left: Argentina's Quique Somenzini flew to third place using an Extra 260. Plane featured a carbon fiber prop and spinner.

Below: Steve and Pat Stricker (L) and mechanic, Kelly Jacobson. Ultimate 300 wing airfoils were thin—aileron servos protruded.

MODEL BUILDER
RADIO CONTROL MODEL CARS
U.S. BOAT & SHIP MODELER

GALLANT MODELS INC.
34249 Camino Capistrano
Capistrano Beach, CA 92624
(714) 496-5411
FAX: (714) 496-5427

93 FEB -5 PM 1:58

February 2, 1993

Honorable Dianne Feinstein
U.S. Senate
331 Hart Senate Office Building
Washington DC 20510

Madam:

I am the publisher of three radio control model magazines for the hobby enthusiast, MODEL BUILDER (planes), RADIO CONTROL MODEL CARS and U.S. BOAT & SHIP MODELER.

It has recently come to my attention that the Federal Communications Commission (FCC) is considering an action that has the potential to destroy my business and that of thousands of other publishers and manufacturers nationwide. The proceeding is PR Docket 92-235. If adopted the new rule will greatly reduce the useability of frequencies currently assigned for R/C model use and increase the risk of accidents and attendant liability.

Our radio-control frequencies are in the 72-76 MHz band. This band is primarily used for private land mobile dispatch operations. However, our radio-control frequencies in this band are far enough apart from the land mobile frequencies that we have been able to share the band without either use interfering with the other.

The Notice of Proposed Rule Making (NPRN) in PR Docket 92-235 replaces Part 90 of the rules with a new Part 88. Part 90 allows for safe use of R/C aircraft and surface models by keeping 10 kHz spacing between fixed commercial users and frequencies used by R/C enthusiasts. The new part 88 will allow mobile users on frequencies within 2.5 kHz of frequencies available to us, eliminating safe use of at least 31 of the 50 channels on the 72 MHz band (for R/C aircraft) and 10 of the 30 frequencies on the 75 MHz band (for R/C cars and boats) now used by hobbyists. In fact, more channels will likely be affected.

When R/C models are operated, great care is taken to assure the safety of the operators and bystanders and the protection of property. Many of these safety precautions involve the careful coordination and use of the radio control frequencies. If the number of useable frequencies is diminished as proposed by the FCC, the remaining frequencies will become congested and the margin of safety will be greatly decreased.

I don't think it is wise of the FCC to seek to expand the operation conditions of land mobile radio users at the expense of the radio-control modelers. The FCC may not think we are as important as business users of radio, but we have a considerable investment in our publications and related products. It is a billion dollar industry that must be saved from these detrimental FCC actions. The hobby provides many hours of enjoyment to hundreds of thousands of people and contributes to the advancement and development of the commercial aviation industry.

Please help me continue my business without interference by not allowing the FCC to carry out its proposed PR Docket 92-235 for the 72-76 MHz band. We need your help urgently because the FCC has a deadline of February 6, 1993 after which it may become more difficult to avoid this economic mistake.

Very truly yours,

Mark Thiffault

Mark Thiffault
Publisher

MT/js

Frequency Alert!

At the end of 1992 the Federal Communications Commission issued a Notice of Proposed Rule Making (NPRM - PR Docket 92-235). Implementation of the document would have a profound effect on model frequency use. Developed by the Mobile Land Service, the proposal creates a massive frequency restructuring - the first of its type in 60 years.

While the 455 page document addresses frequency use in another service, (Part 88 of the Code of Federal Regulations) it will <u>also</u> affect Part 95 where the RC frequency use lives. With out becoming too technical the restructuring inserts <u>two</u> new frequencies <u>between</u> those presently assigned for modeling use and commercial users. That means we could have a user, higher in power, transmitting only <u>2.5 kHz</u> away from many of our 72 MHz and 75 MHz frequencies!

Example:

Model Channel 12 - 72.030 MHz
new insert 72.0325 MHz
new insert 72.0375 MHz
Present Commercial 72.040 MHz

Not only are these users very close to our frequencies, they are also designated as "mobile" therefore we would never know where they are operating, including right in the pit area at your field! Our equipment will not be free from interference at this spacing! The technical specifications suggest other concerns may exist as well.

The Academy of Model Aeronautics and Radio Control Manufacturers Association are enlisting your aid in contacting the FCC to express our concern. We've been urged by counsel, to use "every arrow in our quiver" to address this proposal. You and your club are arrows that can help us make our point!

Below you will find a listing for the FCC, and the United States congress. You are strongly urged to write <u>NOW!</u> to those persons and agencies representing you, expressing your concern! The <u>NOW!</u> is very important since the deadline date for comments is <u>February 26, 1993!</u>

The AMA, with R/CMA's support is now filing a formal letter of comment through their legal counsel. Three concerns will be used in objecting to the proposal.

1. Safety! RC models are not the silk and tissue items of years ago.
2. Economic impact.
3. The number of individuals impacted.

Be assured that we will monitor all actions in this matter carefully and pursue all avenues available. All arrows will be expended! YOU are one of them! Your target must be noted in your letter. It is referred to by the FCC as **NPRM PR Docket 92-235.**

These persons or agencies will count the hits!

Senator:	To a Representative:	FCC
The Honorable (name)	The Honorable (name)	1919 M St, NW
United States Senate	United States House of Rep.	Washington, DC
Washington, DC 20510	Washington, DC 20515	20554

Contact the AMA Technical Department for questions or concerns

1595 Los Osos Valley Road, #9C
Los Osos, CA 93402

1993 FEB -5 PM 1:00

Jan. 29, 1993

The Honorable Diane Feinstein
United States Senate
Washington, D.C. 20510

Dear Senator Feinstein:

I am retired and derive many hours of enjoyment from building and flying radio controlled model airplanes. In fact at age 78 this activity is about all the pleasure I have any more.

I am very concerned about the proposed rules currently under consideration by the Federal Communications Commission. The proceeding is PR Docket 92-235. If adopted, the new rules will greatly reduce the usability of frequencies currently assigned for model use and increase the risk of accidents and attendant liability for controlling model airplanes.

The frequencies presently assigned to model aircraft are already

Keith L.T. Alexander
3167 C Via Alicante
La Jolla, CA 92037
619-457-0484

Honorable Sam Nunn
United States Senate
WashingtonD C
510 1001

ry 17,1993

Respectfully referred to

The Honorable Senator Feinstein

Unacknowledged

Senator Sam Nunn

U.S.S.

MAT

January 29, 1993

93 FEB -3 PM 4:15

The Honorable Dianne Feinstein

United States Senate
Washington, D.C. 20510

Dear Madam,

It has been brought to my attention that the FCC has issued a Notice of Proposed Rule Making PR Docket92-235 for a massive frequency restructuring. This is extremely devastating to myself and hundreds of thousands of other remote controlled modelers.

I derive many hours of enjoyment building and operating remote control model airplanes, cars and boat. My family helps and is very supportive, they also like to participate. The plans we most generally fly are non-powered R/C Gliders or Sailplanes. Typically they weigh up to 7 lbs with wingspans from 6ft to 13ft.

Since these R/C Sailplanes are non-powered, we are able

Lawrence B. Kramer
36 Olive Ave.
Larkspur, Ca 94939

February 2, 1993

93 FEB -5 PM 6:23

The Honorable Dianne Feinstein
331 Hart Senate Office Bldg.
Washington, D. C. 20510

Dear Senator Feinstein:

DETAIL SUPPLY

93 FEB -3 PM 3:19

January 28, 1991

The Honorable Diane Feinstein
Senate Office Building
Washington DC 20510

Dear Senator Feinstein,

I am writing in opposition to the proposed action by the Federal Communications Commission (FCC) which is identified as PR Docket 92-235.

If this new measure is passed, it will greatly reduce the usability of frequencies currently assigned for model aircraft use and increase the risk of accidents and attendant liability for controlling model aircraft.

I, and the 100+ members of the Redlands Miniature Aircraft Club fly regularly, deriving much enjoyment from, and spend many hundreds (in some cases thousands) of dollars in the local economy purchasing parts & kits.

Our radio control frequencies are in the 72 - 76 MHz band, which is primarily used for private land mobile dispatch operations. However, our radio control frequencies in this band are far enough apart from the land mobile frequencies that we have been able to share the band without either use interfering with the other.

The FCC now wants to create more land mobile frequencies by splitting them into narrower bandwidths, and rearranging the band plan.

I understand that if the action is taken by the FCC, there will be only 19 frequencies left out of the 50 **now available!!**

Many of our model aircraft weigh up to 40 pounds, with wingspans of 10 feet or more. They are expensive to build & repair, but more importantly, they are able to cause property damage and/or injury if radio interference causes the operator to lose control.

We frequently fly at contests where many local folks come to watch during our competition. It is imperative that we keep our full complement of safe radio frequencies in order to maintain a safe flying environment.

Thanks for your efforts to keep this valuable activity where not only adults, but many youth are actively involved. Kindly OPPOSE THE FCC ON PR DOCKET 92-235.

Sincerely,

Ronald V. Jones, President

P.O. Box 30200
San Bernardino, CA 92413
(714) 883-8016
1 (800) DETAIL-4—U

Would you believe — a letter from___

ED SHIPE
616 BURTIS STREET
SANTA BARBARA, CA
93111 - 2708

93 FEB -5 AM 9:15

February 1, 1993

The Honorable Dianne Feinstein
c/o U.S. Senate Office Building
Washington, D.C. 20510

Ref: PR Docket 92-235

Dear Senator Feinstein:

I have been "playing" with model airplanes since the Lindberg Junior Birdmen were the only National Organization promoting the building of model airplanes back in the '30s. Over the years various organizations have made it difficult for me, and my friends, to enjoy this form of recreation. I would get permission from the City to use a piece of land to fly control-line models. My friends and I would level the land, fence it for safety and get the enjoyment of its use for a few months. The recreation department would see the control-line circle and decide it would be a good place for a baseball diamond. Backstops would go up and we would be "welcome to use it when it wasn't being used for baseball. Free-flight sites would be taken over by golf courses or tennis courts would take over model race car facilities. The FCC is now threatening the frequencies we are now using to fly radio control model airplanes.

The FCC is proposing rule changes in the usability of radio frequencies in 72-76 MHz band. This band is primarily used for private land mobil dispatch operations. however, our radio-control frequencies in this band are far enough apart from the land mobile frequencies that we have been able to share the band without either use interfering with the other.

The Notice of Proposed Rule Making (NPRM)in PR Docket 92-235 replaces Part 90 of the rules with a new Part 88. Part 90 allows for safe use of the R/C aircraft and surface models by keeping 10 Khz spacing between fixed commercial users and frequencies used by R/C enthusiasts. The new Part 88 will allow mobile users on frequencies within 2.5 Khz of frequencies available to us, eliminating safe use of at least 31 of the 50 channels on the 72 MHz band (for R/C aircraft) and 10 of the 30 frequencies on the 75 MHz band (for R/C cars and boats) now used by hobbyists. In fact, more channels will likely be affected.

I am now retired with the hope of enjoying my hobby. I have five radio systems that will be useless if the FCC has it's way. These systems were upgraded only two years ago to comply with the new narrow band requirements of the Academy of Model Aeronautics. I have spent most of my free time over the last 50 years building model airplanes, promoting the hobby at boys clubs, YMCA, Boy Scouts and other recreational groups. I have officiated at contests that picked the United States Teams for international competition in the various categories of the sport. In the '50s and '60s I was on the Nationals Executive Committee working with the Navy to put on the National Model Airplane Championships. A lot of the people that participated in these events joined the United States Flying Services. A lot of these people are now retired and enjoying, again, the hobby that got them started.

Please help me continue the safe enjoyment of my pastime by not allowing the FCC to carry out its proposal PR Docket 92-235 for the 72-76 MHz band. We all need your help urgently because the FCC has a deadline of February 26, 1993 after which it may become more difficult to avoid halting these proposals from going into effect.

Sincerely,

Edward E. Sluyter

The Honorable Dianne Feinstein
United States Senate
Washington, DC 20510

January 31, 1993

This letter is written due to a pending hearing on FCC Proposal
(PR Docket 92-235) to be heard sometime after Feb. 26, 1993.

I build and fly Radio Controlled model aircraft as a hobby and have been pursuing this hobby for 34 years. These models are not classed as toys since each model ready to fly represents $500 to $1500 of value, not including the time spent building.

The above proposal would allow new frequency channels extremely close to our flying channels. Imagine the Bay Area KGO radio station @ 810 Khz with a new radio station allowed @ 812.5 Khz. Your home radio would not be able to separate the two stations; it's the same with our model frequencies except much more dangerous since these 8 to 20 pound aircraft would receive interfearance and crash among the pilots and spectators.

I along with many, many thousands of responsible model flyers belong to a national organization (ACADEMY OF MODEL AERONAUTICS) which not only allows us to purchase liability insurance at a reasonable price but was instrumental in obtaining the model frequencies we now use. Our radios do not put out much power and we already share the frequencies with other users, but with much forethought by the AMA the frequency channels assigned to model use do not interfere with other users. This would not be true if the above proposal is initiated. I now own four radios for my many models and this equipment would be useless if this proposal is enacted.. As a retiree my favorite hobby would be eliminated along with the thousands of dollars of investment.

This hobby (sport) is not only national, but International . A recent (Oct. 1992) tournament of champions held in Las Vegas by the owner of Circus-Circus selects the best 20 pilots from all nations for a week of world competion. If the model frequencies are made useless then no competition could not be held in the United States.

We truly need your support in overturning this new proposal, and I hope you find time in your busy schedule to help us.

Sincerely:
C. R. Carman Jr.
2482 Betlo Ave.
Mountain View, CA. 94043